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100 LARKIN STREET · SAN FRANCISCO, CALIFORNIA 94102

(415) 552-1134

DEPARTMENT OF CITY PLANNING

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

DOCUMENTS DEPT.

JAN 25 1982

Date of this Notice: January 22, 1982

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Lead Agency: City and County of San Francisco, Department of City Planning
100 Larkin Street, San Francisco, CA. 94102

Agency Contact Person: Sally E. Maxwell

Tel: (415) 552-1134

Project Title: 81.493E
71 Stevenson Street
Office Building

Project Sponsor: Highfield Corporation, Ltd.

Project Contact Person: Peter Gordon,
Gensler and Associates



5/S

on Street
): Lots 28 and 29 in A/B 3708

co

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802,000 sq.ft. of office, 7,000 sq.ft. of retail and 35
spaces; requiring removal of 2 buildings and Discretion-
view.

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REFERENCE
BOOK

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SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL
This determination is based upon the criteria of the
etary for Resources, Sections 15081 (Determining Signi-
cory Findings of Significance) and 15084 (Decision to
lowing reasons, as documented in the Environmental
for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commis-
sion: February 1, 1982.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a
\$35.00 filing fee.

Alec S. Bash
Alec S. Bash, Environmental Review Officer

ER5 6/80



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Project Title: 81.493E
71 Stevenson Street
Office Building

Project Sponsor: Highfield Corporation, Ltd.

Project Contact Person: Peter Gordon,
Gensler and Associates

Project Address: 71 Stevenson Street

Assessor's Block(s) and Lot(s): Lots 28 and 29 in A/B 3708

City and County: San Francisco

Project Description: Construct a 24-story, 370,000 gross square foot building with about 302,000 sq.ft. of office, 7,000 sq.ft. of retail and 35 parking spaces; requireing removal of 2 buildings and Discretionary Review.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to prepare an EIR), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: February 1, 1982

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a \$35.00 filing fee.

Alec S. Bash
Alec S. Bash, Environmental Review Officer

FINAL
INITIAL STUDY

71 STEVENSON STREET OFFICE BUILDING
SAN FRANCISCO

81.493E

January 1982

D REF 711.4097 Se826

71 Stevenson Street
office building, San
1982

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INITIAL STUDY
71 Stevenson Street Office Building

81.493 E

PROJECT DESCRIPTION

The proposed project is a 24-story office building located on Lots 28 and 29 of Assessor's Block 3708 and is situated on the central portion of the block bounded by Stevenson, Jessie, Second and Ecker Streets (See Figure 1, page 3). The site is in the C-3-0 (Downtown Office) Zoning District, in which the maximum permitted Floor Area Ratio (FAR) is 14 to 1, and the 700-I Height and Bulk District. The site contains 24,710 square feet. The site itself is currently occupied by a parking garage at 71 Stevenson Street (rated "C" in the Heritage Survey) and a warehouse at 64 Jessie Street (rated "B"). Surrounding land uses include office buildings with ground floor retail space, educational and related uses, parking lots and warehouses.

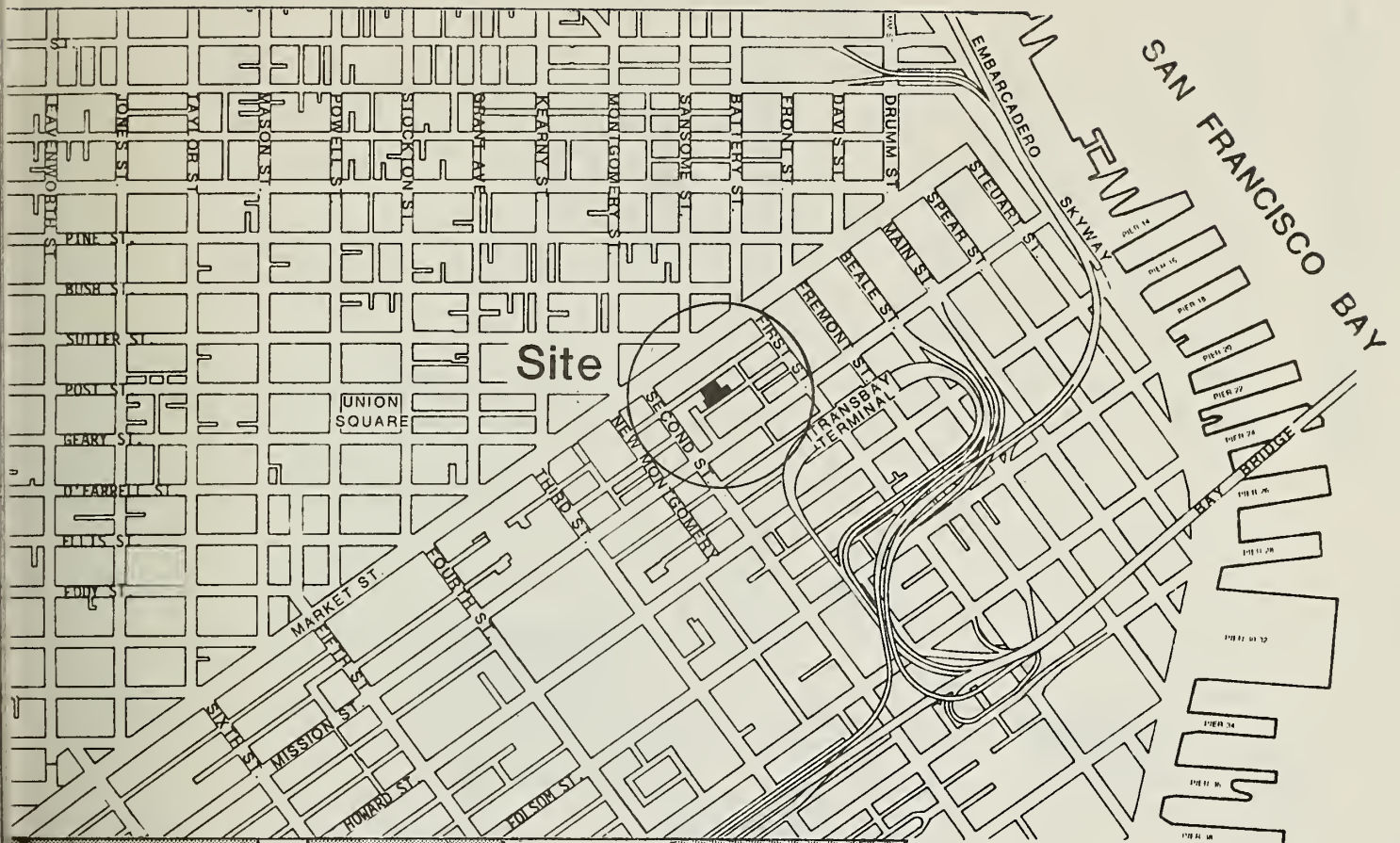
The project would consist of a 24-story office tower (including a penthouse mechanical floor) with one subsurface parking level. Retail shops would be located on the ground level and mezzanine level, with floors 2-23 for office use; the 24th floor would contain mechanical space. The building would rise to a maximum height of 332 feet. The project would contain about 370,000 total gross sq. ft.: 302,000 sq. ft. for office use, 7,000 sq. ft. for retail use, 23,000 sq. ft. for parking and 38,000 sq. ft. for building services. Thirty-five parking spaces would be provided on the subsurface level and three truck berths would be located at ground level.

Pedestrian access to the project would be provided by a main entrance on Stevenson Street and two additional building entrances on Jessie Street. Vehicular access to the subsurface parking level would be from Stevenson Street and loading dock facilities would be provided on Jessie Street (see Figure 2, page 4).

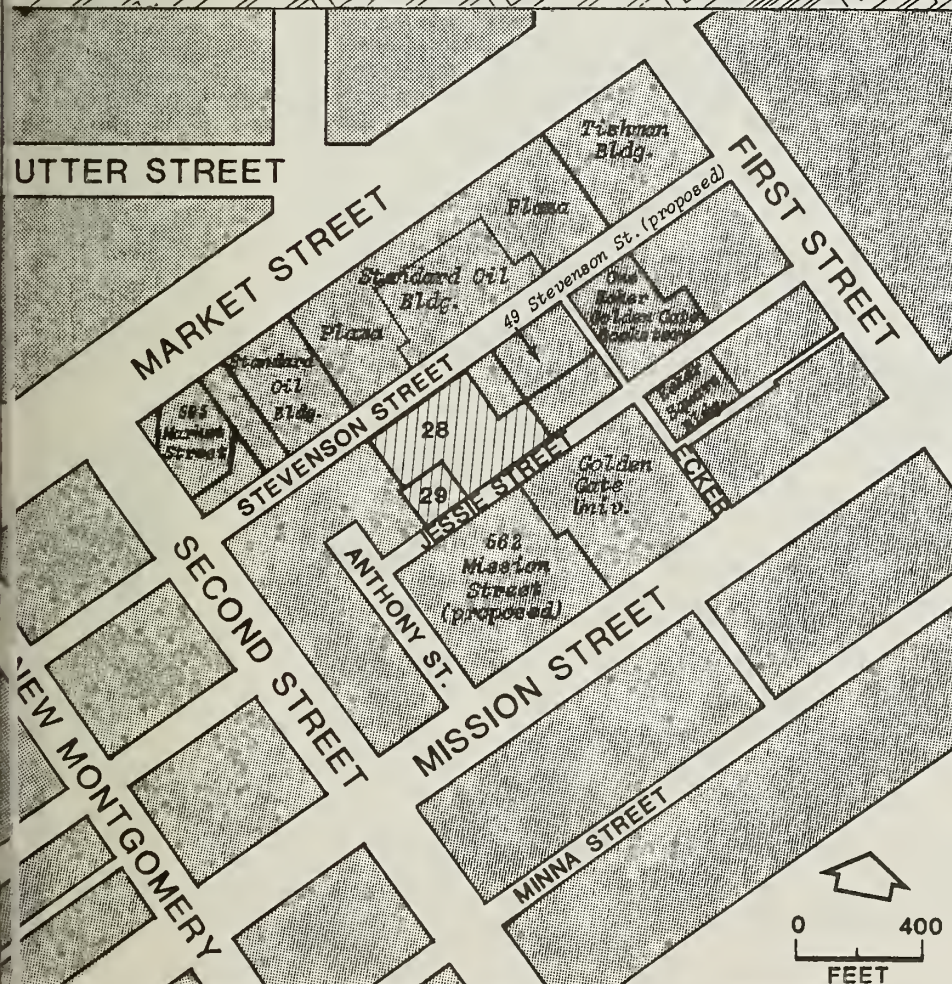
The project design would consist of an off-set tower scheme in which the building massing would be arranged in two unequal portions; that with the larger footprint would rise several floors above the smaller portion to accommodate mechanical spaces. Two opposite corners of the building would be rounded to minimize view obstruction from nearby buildings (see Figures 3 and 4, pp. 5 and 6). A landscaped plaza located at the southwest corner of the project would be linked with the Stevenson Street building entrance by a retail arcade, establishing pedestrian access from Stevenson Street to Jessie Street through the project site. The project would provide a connection to a mid-block pedestrian passage being considered by Lincoln Properties as part of a proposed 32-story office building at 562 Mission Street (located south of the project site across Jessie Street).

Exterior surfacing would be polished stone and a glass curtain wall. Clear glass would be used at the ground level and tinted and colored glass on the above-ground office floors. The project would contain no reflective glass or high-intensity lighting.

The project sponsor is Highfield Development Colorado, Inc., a subsidiary of Highfield Corporation Ltd., which is a Canadian corporation based in Vancouver, British Columbia. Project architects are Gensler and Associates, San Francisco, California.



Above: Site Location

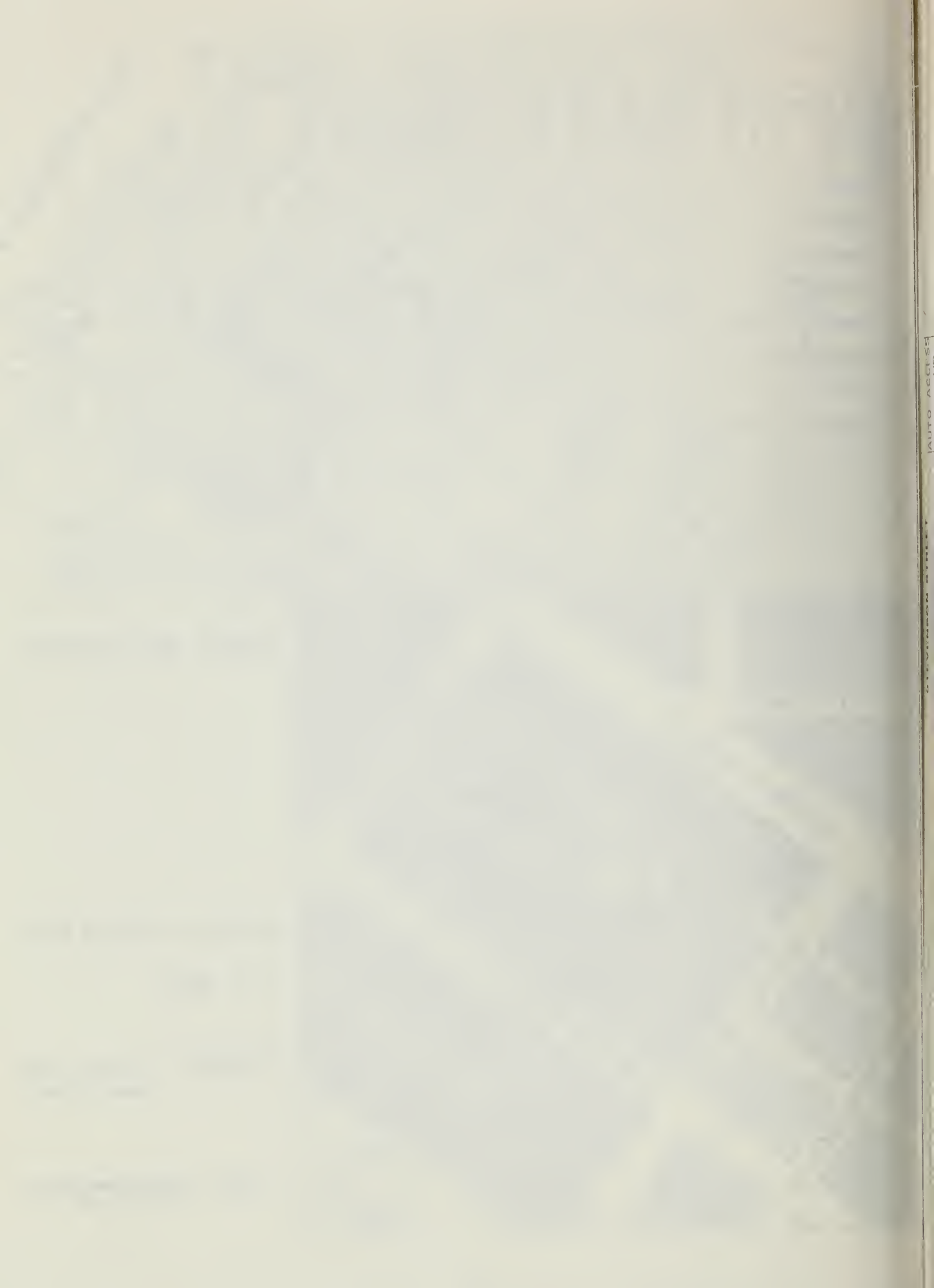


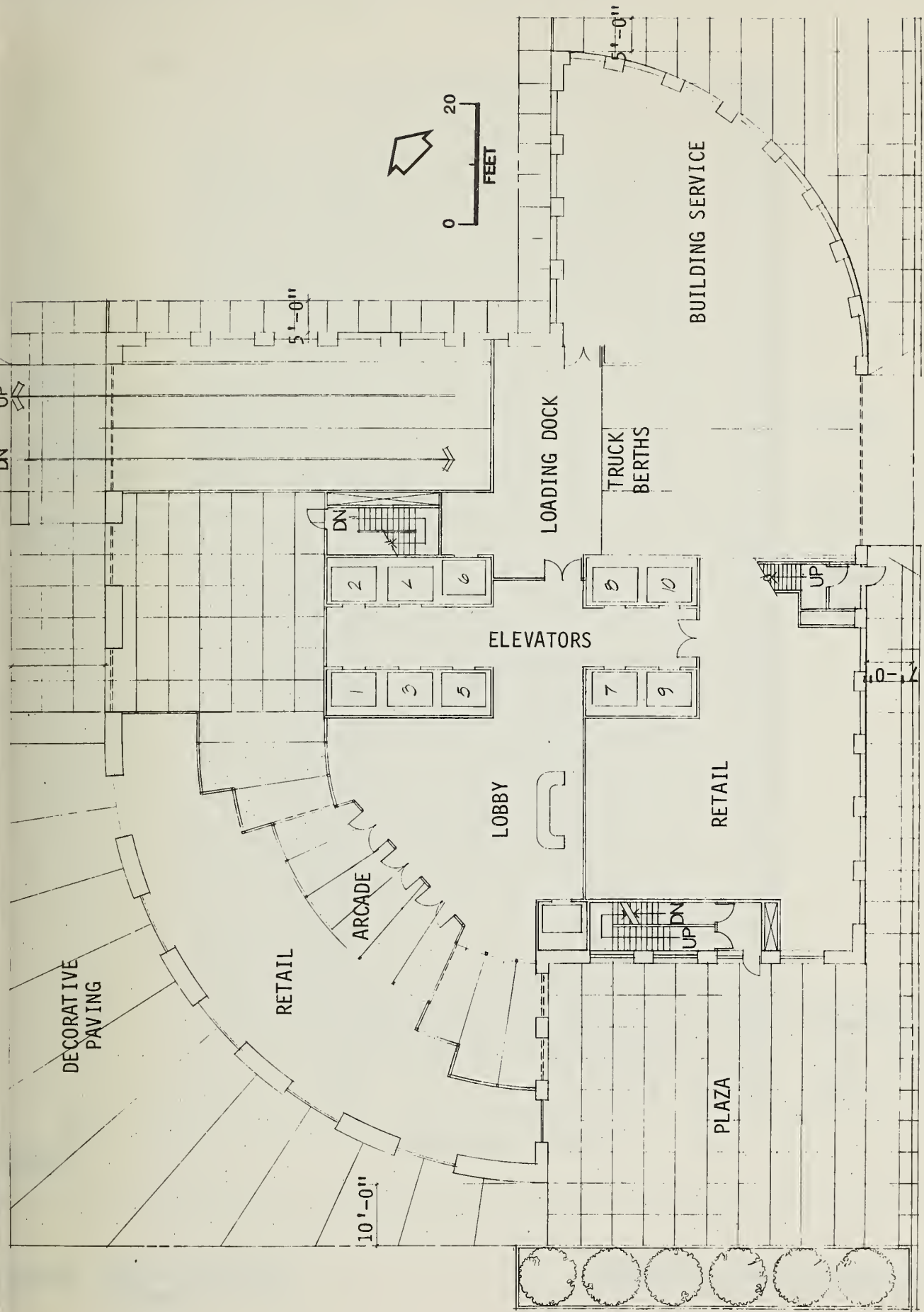
Left: Lot / Block Plan

//// Site

FIGURE 1: Project Site and Vicinity

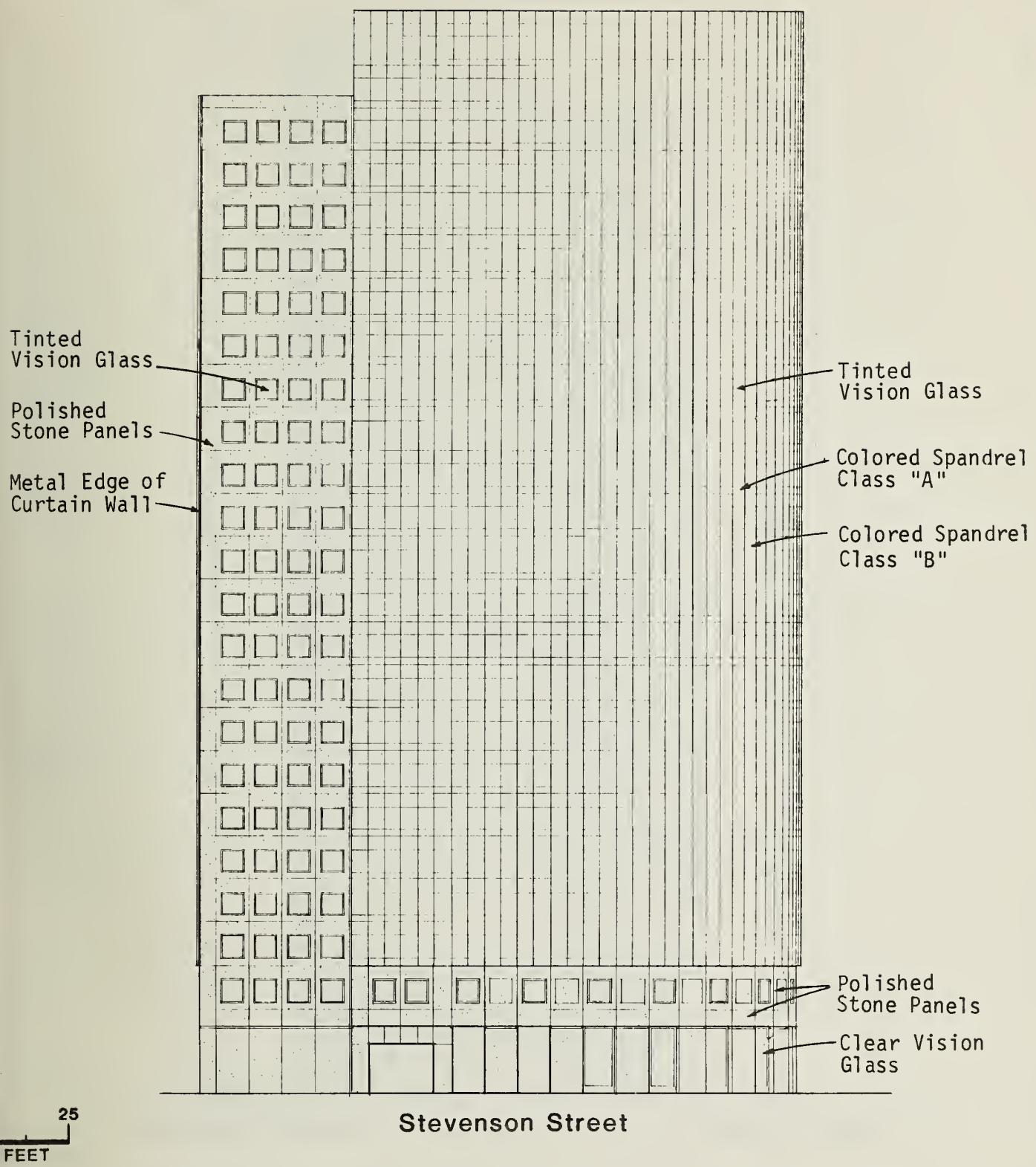
SOURCE: Environmental Science Associates, Inc.





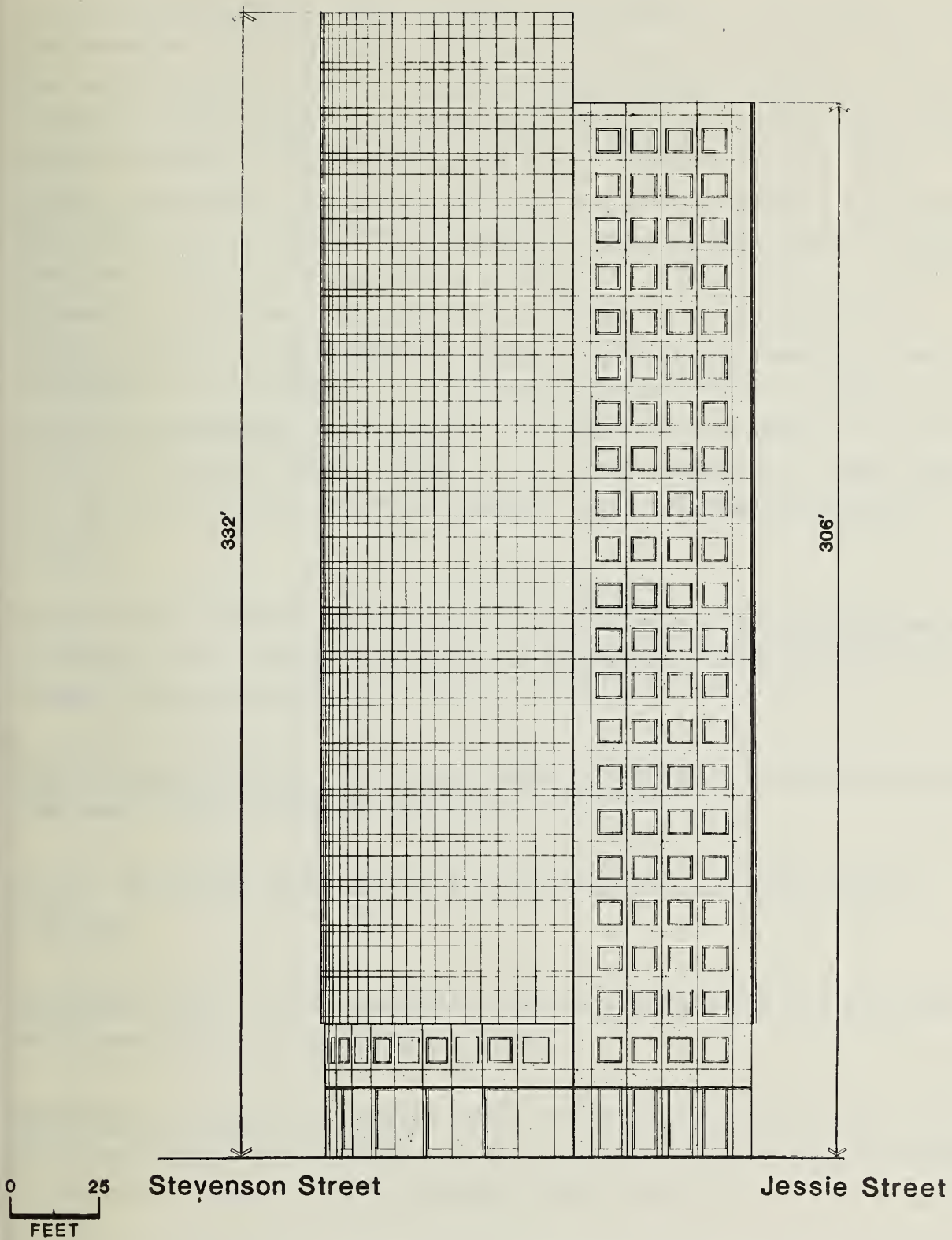
SOURCE: Gensler & Associates, Architects

FIGURE 2: Ground Floor Plan



SOURCE: Gensler & Associates,
Architects

FIGURE 3: Northwest Elevation



SOURCE: Gensler & Associates,
Architects

FIGURE 4: Southwest Elevation

SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

Potential environmental issues include: relationship of the project to the Comprehensive Plan; historical and cultural effects (the project would require the demolition of "B" and "C" rated buildings); tenant relocation for the Stevenson Street Garage; view obstruction; shadow effects (the project would increase shadows on the Chevron Garden Plaza); vehicle circulation and parking, and effects on existing vehicular and transit systems; construction noise and vibrations (piledriving would be required); glass panels falling from the project onto the street as a result of seismic activity; building evacuation procedures in the event of an emergency; dewatering and its possible effects on surrounding buildings; and increased demand for housing attributable to the project. The project would contribute to effects from cumulative development in the project vicinity in the categories of traffic, noise, air quality, energy consumption and growth induction. These issues will be covered further in an Environmental Impact Report (EIR) for the project.

Potential environmental issues of the proposed project that were determined to be insignificant, and therefore will not be addressed in the EIR for the project, are described below.

Land Use Compatibility: The project would be similar to existing and proposed land uses in the vicinity of the site.

Glare: The project would contain no reflective glass or high-intensity lighting.

Operational Noise: After completion, the project would not increase noise levels perceptibly in the project vicinity.

Construction-Related Air Quality: Construction of the project would have short-term effects on air quality in the project vicinity. Measures included in the project would partially mitigate these effects.

Utilities and Public Services: The increased demand for public services and utilities attributable to the project would not require additional personnel or equipment.

Biology: The project would have no direct effect on plants or animals as the site is presently covered by buildings.

Land: Appropriate construction measures included in the project would mitigate any potentially hazardous geologic or soil conditions on the site.

Hazards: The project would not increase the risk of explosion or release of hazardous substances or create a potential health hazard.

ENVIRONMENTAL EVALUATION CHECKLIST

A. GENERAL CONSIDERATIONS

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City?	<u> </u>	<u> X </u>	<u> </u>	<u> </u>	<u> X </u>
2. Would the project require a variance, or other special authorization under the City Planning Code?	<u> X </u>	<u> </u>	<u> </u>	<u> </u>	<u> X </u>
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	<u> </u>	<u> </u>	<u> X </u>	<u> </u>	<u> </u>
4. Would the project conflict with adopted environmental plans and goals?	<u> </u>	<u> </u>	<u> X </u>	<u> </u>	<u> </u>

The project would respond to Objective 1; Policy 1, Objective 6; Policies 1 and 2, and Objective; 7, Policies 2 and 3 of the Commerce and Industry Element of the Comprehensive Plan by providing office and retail space and employment in the downtown core of San Francisco on a site that is close to local and regional transit lines and facilities.

The project would require the demolition of the 64 Jessie Street warehouse, given a "B" rating by the Foundation for San Francisco's Architectural Heritage Survey, and the 71 Stevenson Street parking garage, given a "C" rating by the Heritage Survey, and thus would not respond to Objective 2;

Policy 4 of the Urban Design Element, which seeks to "preserve notable landmarks and areas of historic, architectural or aesthetic value...".

The project would provide new parking in the downtown control area, and thus would not respond to Objective 1; Policies 3 and 4 of the Downtown Transportation Plan of the Transportation Element. The project would replace a 290-car parking garage with 35 parking spaces, an overall reduction of 255 parking spaces.

The relationship of the project to the Comprehensive Plan will be assessed in an Environmental Impact Report (EIR).

The project would comply with the pertinent provisions of the City Planning Code including the 14:1 Floor Area Ratio (FAR) (the project would have a total floor area of 345,940 net square feet which would be equal to the maximum FAR allowable in the district); the 700-I height and related bulk limits (the project would be 332 feet high, 368 feet below the maximum height permitted in the district); uses permitted in the C-3-0 Zoning District (the project would include office and retail uses, parking and loading facilities; additionally, up to 197 housing units would be permitted). The project would require Discretionary Review by the City Planning Commission's Resolution 8474.

B. ENVIRONMENTAL IMPACTS:

1. <u>Land Use.</u>	Would the proposed project:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a.	Be different from surrounding land uses?	_____	_____	<u>X</u>	_____	<u>X</u>
b.	Disrupt or divide the physical arrangement of an established community?	_____	_____	<u>X</u>	_____	<u>X</u>

The project site is located in the Downtown Financial District and is surrounded by office buildings with ground floor retail space, commercial buildings, educational and related uses, parking lots and warehouses. North across Stevenson Street from the site are the 22- and 44-story Standard Oil (Chevron) towers and sunken garden/plaza. Other newer buildings include a highrise office building at 525 Market Street and another office tower at

595 Market Street. Golden Gate University and related buildings are located on Mission Street south of the site. The Ecker Square building (about 19 stories) with ground-level plaza is under construction east of the site. Older nearby structures are three to eight stories in height and generally built to lot lines. The project site contains a two-story parking garage at 71 Stevenson Street and a five-story vacant warehouse building at 64 Jessie Street.

2. <u>Visual Quality and Urban Design.</u> Would the <u>proposed project:</u>	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Obstruct or degrade any scenic view or vista open to the public?	_____	_____	<u>X</u>	_____	<u>X</u>
b. Reduce or obstruct views from adjacent or nearby buildings?	<u>X</u>	_____	_____	_____	<u>X</u>
c. Create a negative aesthetic effect?	_____	<u>X</u>	_____	_____	<u>X</u>
d. Generate light or glare affecting other properties?	_____	_____	<u>X</u>	_____	<u>X</u>

The building would not obstruct any scenic views or vistas now available to the public. Most views from nearby buildings would not be affected because of existing and approved taller developments, but some views from the south side of the Standard Oil buildings would be obstructed below the 22nd floor. View obstruction will be assessed in an Environmental Impact Report.

The project would require the demolition of the warehouse at 64 Jessie Street, rated "B" by the Foundation for San Francisco's Architectural Heritage Survey, and the parking garage at 71 Stevenson Street, rated "C" by the Heritage Survey; neither building was included in the Department of City Planning's Architectural Resource Inventory. The building would increase the amount of shadow cast on the Chevron Garden Plaza located north of the project across Stevenson Street and might increase the amount of shadow cast on the Tishman Building Plaza located northeast of the project across Stevenson Street. Further discussion and graphics relevant to the appearance of the project will appear in an EIR.

The project would contain no reflective glass or high-intensity lighting and hence would not impose reflective or glaring light on other properties.

3. <u>Population/Employment/Housing.</u> Would the proposed project:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Alter the density of the area population?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. Have a growth-inducing effect?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
c. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
d. Create or eliminate jobs during construction, operation, and maintenance of the project?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
e. Create an additional demand for housing in San Francisco?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>

The project would increase the number of daily employees on the site from between four and five to approximately 1320. Direct and indirect growth-inducing effects would result from the higher level of employment on the project site and the subsequent need for housing and various support services. Three to four employees would be displaced from the garage at 71 Stevenson Street. One employee would be displaced from the warehouse at 64 Jessie Street. Relocation measures have not been determined. During construction a total of about 125 person-years of employment would be created, with an average of 77 workers employed at any time. Under the current housing formula used by the Department of City Planning, the project would be expected to generate a demand for approximately 265 housing units in San Francisco./1/ The cumulative effects of growth inducement (including housing demand and direct and indirect employment generated) will be assessed in the Environmental Impact Report.

NOTES - Population/Employment/Housing

/1/ Dean Macris, Department of City Planning, Memorandum dated July 20, 1981. The formula is as follows: $\frac{302,000}{250} \times .22 = 265$

4. <u>Transportation/Circulation.</u> Would the construction or operation of the project result in:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Change in use of existing transportation systems (transit, roadways, pedestrian ways, etc.)?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. An increase in traffic which is substantial in relation to existing loads and street capacity?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
c. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
d. Alteration to current patterns of circulation or movement of people and/or goods?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u>X</u>
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
g. Construction of new public roads?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>

The project would result in an increased use of existing transportation systems: both freeways, bridges and local streets and the transit systems which serve Downtown San Francisco. The project would generate a parking demand that would be met partially by on-site parking. The EIR will contain an analysis that would include projections of the number of passenger and freight vehicle trips generated by the proposed project, the impacts of such traffic on streets, bridges, freeways and intersections, a projection of parking and loading needs (including effects of the removal of the existing parking garage), the effects of the project on pedestrian movements in the project vicinity, and the project impacts and cumulative impacts on the local Muni transit routes and on regional systems.

The project could require improvements to fronting streets and alleys because of increased pedestrian use. The project would require no change in the present pattern of circulation nor in the configuration of existing public streets.

5. Noise.

Yes Maybe

- | | | | | | | | |
|----|--|---------------|---------------|---------------|---------------|---------------|---------------|
| a. | Would the proposed project result in generation of noise levels in excess of those currently existing in the area? | <u>X</u> | <u> </u> | <u> </u> | <u> </u> | <u> </u> | <u>X</u> |
| b. | Would existing noise levels impact the proposed use? | <u> </u> | <u> </u> | <u> </u> | <u>X</u> | <u> </u> | <u>X</u> |
| c. | Are Title 25 Noise Insulation Standards applicable? | <u> </u> | <u> </u> | <u> </u> | <u>X</u> | <u> </u> | <u> </u> |

Construction activities, particularly piledriving, would temporarily increase noise levels in the project vicinity; piledriving would also cause vibrations. Noise and vibration effects of construction activities, including possible concurrent construction activities from Central Plaza, 562 Mission Street and the project, will be analyzed in the Environmental Impact Report.

Noise levels in the area would not be expected to exceed currently existing levels as a result of project operation. Mechanical equipment noise is regulated by the San Francisco Noise Ordinance, (Part II, Chapter VII, San Francisco Municipal Code), Section 2909, "Fixed Source Noise Levels", with which the project sponsors are required to comply. In the C-3-0 District, the ordinance restricts equipment noise levels at the property line to 70 dBA between 7 a.m. and 10 p.m., and 60 dBA between 10 p.m. and 7 a.m. As 24-hour equipment noise levels would be limited to 60 dBA to meet the nighttime limit, they would not be perceptible within the sound-level context of the project. Further discussion will not be included in the EIR.

Traffic generated by the project during any hour of the day would cause traffic noise to increase by less than 1 dBA; a 1 dBA increase in environmental noise is undetectable by the untrained human ear.^{1/} Increased noise levels would be generally imperceptible because of existing noise levels on First, Market, and Mission Streets. Noise levels generated by traffic from cumulative development in the project vicinity will be analyzed in the EIR.

The Environmental Protection Element of the Comprehensive Plan indicates an existing day-night average noise level (Ldn) of 70 dBA for First Street and for Market Street east of First Street, and 75 dBA for Mission Street and

Market Street west of First Street. For office use the guidelines recommend no special noise control measures in an exterior noise environment up to an Ldn of 70 dBA. The exterior noise levels at the site are estimated to be 70 to 75 dBA. For these noise levels, the guidelines require an analysis of noise reduction requirements and inclusion of noise insulation features in building design. As this will be done by the project sponsor, no further analysis will be included in the EIR.

NOTES - Noise

/1/ This conclusion is based on the findings of the Five Fremont Center Final EIR, EE 80.268, certified March 12, 1981, page 119. Five Fremont is a larger project than the 71 Stevenson Street project, and the number of parking spaces is greater than for the proposed project. Noise from traffic generated by the Five Fremont project was projected to cause a less than 1 dBA increase.

6. <u>Air Quality/Climate.</u> Would the proposed project result in:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Violation of any ambient quality standard or contribution to an existing air quality violation?	_____	<u>X</u>	_____	_____	<u>X</u>
b. Exposure of sensitive receptors to air pollutants?	_____	<u>X</u>	_____	_____	<u>X</u>
c. Creation of objectionable odors?	_____	_____	<u>X</u>	_____	_____
d. Burning of any materials including brush, trees, or construction materials?	_____	_____	<u>X</u>	_____	_____
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?	_____	<u>X</u>	_____	_____	<u>X</u>

Concentrations of carbon monoxide, hydrocarbons and nitrogen oxides would increase as a result of increased project-related traffic. Individually, these incremental changes in air pollution in the region would be insignificant; cumulatively, developments such as this could increase reported concentrations and the frequency of standard violations. Cumulative air quality issues will be assessed in the EIR.

The project would result in new shadows on the Chevron Garden Plaza and possibly the Tishman Building Plaza. Shadow effects of the project will be analyzed in the EIR.

There are no significant sensitive receptors, such as hospitals, within a mile of the area. Possible sensitive receptors in the area would be individuals with respiratory problems passing through the area, people working in the area or students attending classes at Golden Gate University (located southeast of the project).

Construction activities would cause temporary excesses in the project vicinity of the California standard of 100 micrograms per cubic meter for suspended particulates (dust), the principal air pollutant of construction activities. Except to persons with respiratory problems, large-size particulates are more a nuisance than a hazard, and settle out of the atmosphere rapidly with increasing distance from the source. This is in contrast to gaseous pollutants and to small-size particulates from combustion and earthmoving. Diesel-powered construction equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. As the project sponsor would agree to include measures in the project that would partially mitigate these effects, construction-related air quality will not be discussed in the EIR.

The project would have minimal effect on wind conditions at ground level. The project is located behind much taller buildings (595 Market Street and the Standard Oil buildings at 573 - 575 Market Street) and would receive protection from northwesterly and westerly winds. Due to its location, the project would provide wind shelter to the Chevron Garden Plaza, blocking northwesterly winds and, consequently, reducing wind speeds in the plaza. Additionally, the project would provide wind shelter to pedestrian areas along Jessie Street. Because of the project's sheltered location, there is no need for mitigation of wind impacts. The project design would reduce wind impacts at ground level. The curved west-corner of the building would render it more "streamlined" to westerly winds thereby reducing accelerations at ground

level. Thus, the project does not appear to have the potential to create strong wind accelerations at ground level, and wind tunnel tests would not be needed./1/

NOTES - Air Quality/Climate

/1/ Based on a summary of a qualitative wind analysis performed on the site and for the project by Donald Ballanti, a certified meteorologist, on November 13, 1981. A copy of the analysis is on file at the Department of City Planning's Office of Environmental Review.

7. <u>Utilities and Public Services.</u> Would the proposed project:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Have an effect upon, or result in a need for, new or altered governmental services in any of the following?					
fire protection	_____	_____	<u>X</u>	_____	<u>X</u>
police protection	_____	_____	<u>X</u>	_____	<u>X</u>
schools	_____	_____	<u>X</u>	_____	<u>X</u>
parks or other recreational facilities	_____	_____	<u>X</u>	_____	<u>X</u>
maintenance of public facilities	_____	_____	<u>X</u>	_____	<u>X</u>
power or natural gas	_____	_____	<u>X</u>	_____	<u>X</u>
communications systems	_____	_____	<u>X</u>	_____	<u>X</u>
water	_____	_____	<u>X</u>	_____	<u>X</u>
sewer/storm water drainage	_____	_____	<u>X</u>	_____	<u>X</u>
solid waste collection and disposal	_____	_____	<u>X</u>	_____	<u>X</u>

The project by itself would not cause a need for development of new services; however, cumulative downtown development could result in a need for new or altered services.

The project would incorporate more extensive fire protection measures than the existing older buildings on the site because of more stringent code standards now in effect. The project would increase the building area and the number of persons using the site. The project would not result in the need for additional Fire Department equipment or personnel except in the cumulative sense, in the event of a major fire or disaster. The existing fire pressures and flow are adequate to serve the proposed project./1/

New highrise buildings are required to conform with the Life Safety provisions of the San Francisco Building Code. The Code requires that all new highrise

buildings be equipped with automatic fire sprinklers throughout, as well as with a fire alarm system, emergency power and special elevator controls. Automatic sprinklers are effective in extinguishing flames before they spread throughout the building and, consequently, the chances of fire spreading from building to building is remote. Thus, replacing older, more vulnerable low occupancy buildings, with higher quality, greater occupancy highrise buildings probably has no measurable effect on the need for fire protection./2/

The project site is within the Southern Police District. The Southern Station is located in the Hall of Justice at 850 Bryant Street. The site area is patrolled by radio-dispatched patrol cars 24 hours a day. Foot beats are assigned to Market Street west of the site but not directly in front of the site. The proposed project would increase the daytime population and the amount of property on the site, thus increasing the potential for crime. The Police Department indicates that the project would not result in the need for additional personnel or equipment. If statistics later indicated such a need, additional personnel would be assigned to the site area./3/

The project would not affect area schools. San Francisco public schools have experienced a reduction in school enrollment over the past several years and could accommodate any increase in school-age children from the housing which would be required as a condition of project approval./4/

The project would generate a demand for urban recreational facilities such as plazas and urban parks. The project would include a landscaped plaza which would connect with a retail arcade providing pedestrian access from Jessie Street to Stevenson Street. The Chevron Garden Plaza is located north of the project site (although it is not currently open to the public); and the Tishman Building Plaza is located northeast of the project site. In addition, landscaped plazas are included in the proposed Central Plaza project and the recently approved Five Fremont Center east of the project site.

The project would have no direct effect on the maintenance of public facilities.

The project would result in a net increase in consumption of energy; it would conform to California energy standards for nonresidential buildings. The project would probably be served by power lines and gas mains under Second Street. No capacity or supply problems exist./5/

The project would result in increased use of communication systems. No supply or capacity problems exist./6/

The project would generate an average demand for about 39,000 gallons per day (gpd) of water./7/ The site is served by two eight-inch mains, one under Jessie Street and another under Stevenson Street. There would be no supply or capacity problems./8/ Existing sewer lines could accommodate wastewater generated by the project. Because of increasing high-rise development occurring south of Market Street, the Bureau of Sanitary Engineering of the Public Works Department has undertaken a study to determine if the five-year storm capacity of the wastewater collection and treatment system would be reduced by new high-rise developments. It is not known when this study will be available./9/

The project would generate a net increase of about 1.5 tons of solid waste per day./10/ A trash compactor would be provided. Collection would not be a problem and would probably occur daily./11/ Disposal effects would depend on the eventual selection of a disposal method and/or site for San Francisco's solid wastes./12/

NOTES - Utilities and Public Services

/1/ Chief Joseph Sullivan, Support Services, San Francisco Fire Department, letter communication, October 29, 1981.

/2/ Bendix Environmental Research, Inc. Environmental Consultants and Fire Protection Engineers. Information contained in this section was confirmed by Emmet D. Condon, Deputy Chief, San Francisco Fire Department, September 24, 1981.

/3/ Sergeant Paul Libert, Planning and Research Division, San Francisco Police Department, telephone communication, October 23, 1981 and letter communication December 21, 1981.

/4/ San Francisco Unified School District, Proposal for Leasing and Selling Vacant Property, April 29, 1980, pp. 28 and 29.

/5/ George Pavana, Pacific Gas and Electric, telephone communication, October 23, 1981.

/6/ Skip Simpson, Facilities Engineer, Pacific Telephone Company, telephone communication, October 23, 1981.

/7/ Yerba Buena Center Final EIR, Appendices, EE77-220, certified April 25, 1978, p. 49. The calculation was based on a water consumption rate of 125 gallons per 1,000 sq. ft. per day.

/8/ Harlow Swain, Senior District Water Serviceman, Engineering Department, San Francisco Water Department, telephone communication, October 23, 1981.

/9/ Mervyn Francies, Engineering Associate II, Bureau of Sanitary Engineering, telephone communication, October 23, 1981.

/10/ Solid Waste Management Board Solid Waste Generation Factors in California, Bulletin No. 2, July 8, 1974. The amount of solid waste generated was based on a rate of 1 lb. per 100 sq. ft. per day.

/11/ Fiore Garbarino, Office Manager and Treasurer, Golden Gate Disposal Company, telephone communication, November 9, 1981.

/12/ Several new landfill sites are currently under consideration by the Board of Supervisors in addition to establishing a comprehensive recycling program and the possibility of constructing a waste-to-energy plant. Roger Boas, Chief Administrative Officer, Memorandum dated February 24, 1981.

8. <u>Biology.</u>	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species?	_____	_____	X	_____	_____
b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?	_____	_____	X	_____	_____
c. Would the project require removal of mature scenic trees?	_____	_____	X	_____	_____
9. <u>Land</u> (Topography, Soils, Geology). Would proposed project result in or be subject to:					
a. Potentially hazardous geologic or soil conditions on or immediately adjoining the site (slides, subsidence, erosion, and liquefaction)?	X	_____	_____	_____	X
b. Grading (consider height, steepness, and visibility of proposed slopes; consider effect of grading on trees and ridge tops)?	_____	_____	X	_____	_____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
c. Generation of substantial spoils during site preparation, grading, dredging or fill?		<u>X</u>			<u>X</u>

The site is in an area classified as a special geologic study area by the Community Safety Element of the Comprehensive Plan because of potential ground failure hazards. Under Policy 4 of the Community Safety Plan, the project sponsor would be required to conduct a geologic and soil engineering site investigation and comply with any compensating structural design recommendations based on the investigation's findings. During construction, the project sponsor would be required to comply with the San Francisco Building Code and the Excavation Standards of the California Occupational Safety and Health Agency. Section 2903.4 of the Building Code specifies that "The foundation type for any building or structure shall be selected with due consideration given to subsurface conditions and requirements for the structural behavior." Additionally, the structural design of the building would be required to meet the minimum safety requirements for lateral seismic forces (San Francisco Building Code, Section 2313 and Section 2314.D.1). As this will be done by the project sponsor, no further analysis is needed in the EIR.

The effects of seismic activity on the glass panels contained in the curtain wall of the building is not known at this time and will be analyzed in the EIR.

The two existing buildings on the site have basements graded to property lines: the warehouse at 64 Jessie Street has a two and one-half foot depth basement, and the basement of the parking garage at 71 Stevenson Street ranges in depth from four feet-one inch at the Stevenson Street side to two feet-four inches at the Jessie Street side. The project design specifies a twelve and one-half foot basement which would extend a maximum of eight feet-five inches below the basement levels of the two existing buildings. This would result in the generation of about 77,600 cubic feet of soil and debris during excavation. Demolition of the two buildings on the site would result in spoils of concrete, masonry and other used building materials which would be disposed of in an approved disposal site.

10. <u>Water.</u> Would the proposed project result in:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Reduction in the quality of surface water?	_____	_____	<u>X</u>	_____	_____
b. Change in runoff or alteration to drainage patterns?	_____	_____	<u>X</u>	_____	_____
c. Change in water use?	<u>X</u>	_____	_____	_____	_____
d. Change in quality of public water supply or in quality or quantity (dewatering) of ground water?	<u>X</u>	_____	_____	_____	<u>X</u>

Dewatering would be required during construction. The effects of dewatering on surrounding buildings are not known at this time and will be analyzed in the EIR.

11. <u>Energy/Natural Resources.</u> Would the proposed project result in:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Any change in consumption of energy?	<u>X</u>	_____	_____	_____	<u>X</u>
b. Substantial increase in demand on existing energy sources?	_____	<u>X</u>	_____	_____	<u>X</u>
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?	_____	_____	<u>X</u>	_____	<u>X</u>

There would be an increase in energy consumption on the site as a result of the project because of an increase in the total square footage to be served. As a detailed building design has not yet been developed, the extent of energy consumption and the types of conservation measures have not been identified and will be analyzed in the EIR.

The project would conform to energy requirements of Title 24 of the California Administrative Code. There would be an increase in vehicular fuel consumption and an increase in peak-hour electrical demand resulting from elevator use in addition to the peak-hour demand characteristics of other uses in the structure. Other aspects of electrical and natural gas (and/or steam) demand characteristics cannot be determined until more specific building designs are prepared.

No existing active solar energy collection installations would be affected by the project as none are located in the immediate area northerly of the site. No other natural energy resources would be directly affected. The project itself is not expected to have a significant effect on the extraction, conservation, or depletion of a natural resource.

12. <u>Hazards.</u> Would the proposed project result in:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?	_____	_____	<u>X</u>	_____	_____
b. Creation of or exposure to a potential health hazard?	_____	_____	<u>X</u>	_____	_____
c. Possible interference with an emergency response plan or emergency evacuation plan?	_____	<u>X</u>	_____	_____	<u>X</u>

Construction of the project would result in greater numbers of people on the site, which could increase the difficulty of evacuation during an emergency. The effects of the project on the emergency response plan will be analyzed in the EIR.

13. <u>Cultural.</u> Would the proposed project:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a. Include or affect a historic site, structure, or building?	<u>X</u>	_____	_____	_____	<u>X</u>
b. Include or affect a known archaeological resource or an area of archaeological resource potential?	_____	<u>X</u>	_____	_____	<u>X</u>
c. Cause a physical change affecting unique ethnic or cultural values?	_____	_____	<u>X</u>	_____	_____

The site contains one "B" rated building, the 64 Jessie Street warehouse building, identified in the Heritage Survey (Splendid Survivors, 1979, Foundation for San Francisco's Architectural Heritage), and one "C" rated building, the 71 Stevenson Street parking garage. The project would result in

the demolition of these two structures. Historic buildings will be analyzed in the EIR.

The site is situated west of the historic shoreline and was originally part of an extensive outcrop of sand dunes. No archaeological resources (shell mounds) of prehistoric age are known to exist on or near the project site; however, the possibility for finds does exist. During the 1850's and 1860's the sand dunes were leveled to accommodate new development. In 1850 a residential community, known as Happy Valley, was established near First and Mission Streets. Cultural materials from these early buildings may be present (unless basement excavations for later buildings obliterated or dispensed such remains)./1/ If any artifacts were to be discovered during site excavation, the project sponsor has agreed to the mitigation measure on page 26 for their protection.

NOTES - Cultural

/1/ Olmsted, Roger R., Yerba Buena Center Report on Historical Cultural Resources, San Francisco Redevelopment Agency, August 1979.

C. MITIGATION MEASURES

	<u>Yes</u>	<u>No</u>	<u>Disc.</u>
Are mitigation measures included in the project?	<u>X</u>	<u> </u>	<u>X</u>
Are other mitigation measures available?	<u>X</u>	<u> </u>	<u> </u>

Mitigation measures included as part of the project at this time are described below.

INCLUDED IN THE PROJECT

URBAN DESIGN

- To enhance the pedestrian environment, the project would provide a landscaped plaza and retail arcade that would facilitate pedestrian access through the project site (no pedestrian amenities currently exist on the project site).

- The top of the building would have a step-down configuration in accordance with Guiding Downtown Development; the curved form of the building would permit more sunlight on the Chevron Garden Plaza than would a rectangular building form.

TRANSPORTATION/CIRCULATION

- The project sponsor has agreed to contribute funds for maintaining and augmenting transportation service, in an amount proportionate to demand created by the project, as provided by Board of Supervisors Ordinance Number 224-9 or any subsequent equitable funding mechanism developed by the City.
- The project sponsor would encourage transit use by providing for on-site sale of BART tickets and Muni Passes.
- The project sponsor would encourage a tenant carpool/vanpool system by providing a central clearing house for carpool information.
- The project sponsor would provide secure and safe bicycle parking, handicapped parking and handicapped access facilities relative to the demand generated by project users.

NOISE

- The project sponsor and project contractor would meet with the Bureau of Engineering to determine necessary and feasible measures to reduce noise during the period that piledriving would occur, including the predrilling of holes for piles to the maximum feasible distance to minimize piledriving activity.
- The project contractor would limit piledriving to the hours resulting in the least disturbance to the greatest number of neighboring uses.

AIR QUALITY/CLIMATE

- During excavation, unpaved demolition and construction areas would be wetted twice a day to hold down dust; if this were done at least twice a day with complete coverage, particulate emissions (dust) would be reduced about 50 percent.
- The general contractor would use water-based or latex paint on all interior drywalls painted rather than oil-based paints which emit hydrocarbons while drying. This would reduce hydrocarbons from drying paint by about 60 percent.
- The general contractor would maintain and operate construction equipment so as to minimize exhaust emissions.
- During construction, drivers of trucks in loading or unloading queues would turn off their engines to reduce vehicle emissions.

UTILITIES AND PUBLIC SERVICES

- To reduce the demand on police protection services, the project would incorporate internal security measures which might include such features as a 24-hour staffed guard station in the lobby area, closed circuit television cameras and internal security personnel, and well-lighted entries.
- The project sponsor would provide new project tenants with a fire and earthquake safety orientation program and evacuation plan.

CULTURAL

- The project sponsor would photographically record, according to National Architectural and Engineering Standards, all buildings on the project site rated by Heritage.

- Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board would be notified. The project sponsor would select an archaeologist to help the Office of Environmental Review to determine the significance of the find and whether feasible measures, including appropriate security measures, could be implemented to preserve or recover such artifacts. The Environmental Review Officer would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.

D. ALTERNATIVES:

	<u>Yes</u>	<u>No</u>	<u>Disc.</u>
Were other alternatives considered?	<u>X</u>	<u> </u>	<u>X</u>

The following alternatives will be evaluated in the environmental impact report:

1. The No-Project Alternative will assess no change in existing site conditions; the "B" rated warehouse building at 64 Jessie Street and the "C" rated parking garage at 71 Stevenson Street would be retained.
2. The No-Parking Alternative will assess the impact of the proposed project without on-site parking provided; the provision of off-site parking in an appropriate area will be analyzed.
3. The Pre-Interim Controls Alternative will assess an office project with the maximum FAR obtainable using all available floor area bonuses.

4. The Housing Alternative will assess the impacts of providing housing on site through the use of development bonuses recommended in the Department of City Planning Guiding Downtown Development (GDD), May 1981. A balanced mixed-use building would contain housing units equal to the demand that may be created by the project.
5. The Proposed Controls Alternative will assess the impacts of a project which would partially conform to the Department of City Planning's proposals in GDD (shadows would be cast on the Chevron Garden Plaza and possibly the Tishman Building Plaza which would not be responsive to policies of GDD), both with housing and without.
6. The Preservation Alternative will assess the preservation of the "B" rated warehouse building.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

	<u>Yes</u>	<u>No</u>	<u>Disc.</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	_____	<u>X</u>	_____
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_____	<u>X</u>	_____
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u>X</u>	_____	_____
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_____	<u>X</u>	_____
5. Is there a serious public controversy concerning the possible environmental effect of the project?	_____	<u>X</u>	_____

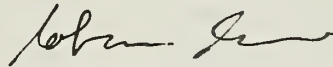
The project would demolish two buildings rated in the Heritage Survey and would contribute to effects from cumulative development on traffic, air quality, noise and energy; these effects will be analyzed in the EIR.

e basis of this initial evaluation:

I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers_____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Robert W. Passmore
Assistant Director-Implementation

for

Dean Macris
Director

Date: 1/19/82

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Bay Area Rapid Transit
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San Francisco Water Department
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425 Mason Street
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San Francisco Fire Department
260 Golden Gate Avenue
San Francisco, California 94102
Attention: Joseph Sullivan, Chief
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MUNI Planning Division
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Attention: Susan Chelone

San Francisco Committee for
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and Other Projects (CULCOP)
c/o GES - Utility Liaison
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Economic Development Council
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Attention: Richard Goblirsch

San Francisco Public Utilities
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Attention: Flint Nelson

San Francisco Public Utilities
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Attention: Mr. Richard Sklar

San Francisco Real Estate Department
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Attention: Mr. Wallace Wortman
Director of Property

American Institute of Architects
Northern California Chapter
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Building Owners and Managers
Association
690 Market Street
San Francisco, California 94104
Attention: Elmer Johnson

Building Service Employees Union
Local 87
240 Golden Gate Avenue
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Charles Hall Page and Associates
364 Bush Street
San Francisco, California 94104

Downtown Senior Social Services
295 Eddy Street
San Francisco, California 94102

Downtown Association
582 Market Street
San Francisco, California 94104
Attention: Lloyd Pflueger, Mgr.

Economic Opportunity Center
District Council V
1173 Mission Street
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Attention: Mr. Lee Meyerzove,
Chairman

Environmental Impact Planning Corp.
319 Eleventh Street
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The Foundation for San Francisco's
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2007 Franklin Street
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Executive Director

Gray Panthers
944 Market Street
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Attention: W. Nunnally

Heller, Ehrman, White & McAuliffe
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Friends of the Earth
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President

San Francisco Building and
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Senior Escort Program
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